PINANCE DEP'T. COMPTROLLER'S OPPICE, PINANCE DEP'T. COMPTROLLER'S OPPICE, City of New York, June 30, 1853.

To THE COMMON COUNCIL:—

The ordinance of 1844, providing for the redemption of the city debt, and which is declared unalterable without an act of the Legislature, until the debt is peid, contains the tollowing section of title 4:—

SEC. It shall be the day of the Comptroller to take change of all the real estate belonging to the corporation, and in one case, where remonstrance was unavailing, the Comptroller has requested the Counsel to the Corporation to commence legal proceedings. In some cases where wrongs have been done to the property of the city, the means of redress are embarrassed by the acts of the public agents.

The 87th section of the ordinance of 1849, in relation to the organization of the departments, requires the Comptroller to report to the Common Council all encroachments on the real estate of the corporation. In compliance with this ordinance, the Comptroller respectfully invites the attention of the Common Council to the following presentation of encroachments on the property of the city:—

L.—THE CAPE OF JOHN J. HICKS.

Mr. Hicks obtained a lease in December last, for a ferry to Williamsburg, from his property, consisting of one half of pier No. 35 East river, and a balkhead of about one hundred feet on the line of Front street. In the grant he was anthorized "to sink a block on the southers terry side of pier No. 35 East river, for the purpo e of creeting bridges and other facture; and further, to provide good and sufficient bridges, ferry accommedations, &c., at each landing" of said ferry, to the extent the same may be required or necessary.

In commencing operations for the ferry, Mr. Hicks made a contract to sink a bulkhead from nier 35.

bridges, ferry accommedations, &c., at each landing" of said ferry, to the extent the same may be required or necessary.

In commencing operations for the ferry, Mr. Hicks made a contract to sink a bulkhead from pier 35 a ross the slip, 113 feet, and from the latter point to South street, 160 feet. giving him an area of about 18,000 square feet, equal to a little more than seven lots, which are worth, in the estimation of persons in that vicin'ty, \$8,000 each, or \$56,000. This is Mr. Hicks' interpretation of that clause in his grant which authorizes him to sink a block.

The Comptroller contends that inasmuch as the bed of the river, at that point, is not embraced in the grant under which Mr. Hicks holds his bulkhead, and is covered by the grant to the corporation, under the Montgomery charter, Mr. Hicks has ne right to fill in the slip and make land for himself, without first obtaining a grant from the Commissioners of the Sinking Fund and paying the city for the land, and then obtaining an order from the Common Council, authorizing him to fill up the slip and make land for himself, and that the indefinite provision for sinking a block on the southeasterly side of a pier of 300 feet in length, does not authorize him to fill up half the length of the slip and make seven lots of land for himself, without compensating the city for the same. It is contended by the Comptroller, in the controversy with Mr. Hicks, that the late Comptroller and the Common Council could not have intended in the grant of a block to use seven lots belonging to the city, where in the same grant it is stated that he is to run the ferry from his own property, and therefore has the privilege for ten years, at \$3,000 a year.

The Counsel to the Corporation has obtained an

rore has the privilege for ten years, at \$3,000 a year.

The Counsel to the Corporation has obtained an injunction, and therefore the case will be decided by the Supseme Court.

Previous to the commencement of this suit, and on the 23d of May, a letter was written to Mr. Hicks, a copy of which is annexed and marked No. 1. About the same time, the Street Commissioner had the exent of the encroachment ascertained, and called on Mr. Hicks to desist. These remonstrances against the encroachment were unheeded. Individuals interested in property in that part of the city, also made efforts to prevent the injury in filling up the slip; but these efforts were also unavailing, and the Competedler, applied for and obtained an injunction.

11.—ENCROACHMENTS ON THE BATTERY.

Persons owning the lots on the lower side of the Rowling Green, and which originally constituted what was called the "Government House and Lot," have complained that the piers constructed and proposed to be constructed by C. Vanderbilt, adjoining pier No. 1 North river, are an encroachment on the Rattery, and a violation of the covenant given by the corporation to the purchasers of the Government Lot.

It appears by a deed on file in this department,

the corporation to the purchasers of the Government Lot.

It appears by a deed on file in this department, that for and in consideration of the sum of fifty thousand dollars, under an act of the 26th of May, 5:12, Archibald M'Intyre, then Comptroller of the Itate, conveyed to the corporation of this city—At that certain lot of ground, situated in the First hard, commonly known by the name of the Government House and Lot, bounded by the public land adjoining the Boelling Green in front in the rear by the United States Insens!, westerly by State street, and exaterly by Whitehall street; being in front 225 feet, in rear 251 feet, on State street 148 feet 734 inches, and on Whitehall street 130 feet 2 inches; and possessed Government House to De Witt Carton and others, which dees not expire until the first ad May, 1815.

On the 18th day of June, 1815, the Mayor, Aldermen and Commonalty of the city of New York, conveyed these lots to John Hone and others, with the following covernant on the part of the corporation:—

And the said parties of the first part, for themselves and their successors, do hereby further covenant, grant and agree, to and with the said party of the second part, his beers and assigns that the vacant grounds belonging to the said parties of the drat part, in the vicinity of the premises hereby grapted and commonly called the Battery and the Bowing Green, shall mover be appropriated by the eads parties of the first part, or their successors, to private u.es.

rough the seven lots fronting the Bowling of reen were sold to seven persons for private dwellings, at prices ranging from \$16,600 to \$9,500, the total for the seven lots being \$78,100. For the corner lot next to the Battery, Noah Brolon paid \$16,600, whilst the corner lot on Whitehall street was bid off by John Hone at \$10,250. It is thus seen that the covenant that the covenant to the seven lots below the seven lots the seven lots below the seven lots the seven lots below the seven lots belo to preserve the Battery grounds forever free from private uses, induced the payment of \$6,850 for that corner more than was given for the lot on the oppo-

Are we not in good faith bound to keep the cove-

site corner.

Are we not in good faith bound to keep the covenant thus made by our predecessors nearly forty years since? Would it be consistent with this covenant to permit Mr. Vanderbilt to erect a private dwelling on the Bowling Green?

In the grant to the corporation by Gov. Dongan, in 1686, of all the vacant and unpatented lands on Manhattan Island. Fort James was saved "to his most sacred Majesty," his beirs, successors, and assigns; also a tenement near the City Hall, and one measuage by the forts, in the possession of Thomas Coker—the piece of ground by the gate, called the Governor's Garden: and the land without the gate, called the King's Farm, with the swamp next to the name land by the fresh water.

In the change of the form of government consequent upon the revolution of 1776, the fort became the property of the people of this State; and in 1790 and was passed by the Ligislature releasing the forted battery to the city, and declaring that

The same are herely wated in the slayor, Aldermen and Commonalty of the city of New York, to remain for he purpose of creeting public buildings and works of demost thereon, but without any power to dispose thereof bring we have the composer of selling asy part tweerof.

In 1821 it became desirable to enlarge the battery, and although the Corporation had the release from the State of the fort and battery under the act of 1790, yet, as the Montgomerie grant of four hundred feet beyond low water mark did not include the water front of the fort and battery, it became necessary to apply to the Legislature for such water grant, which was made by the following act:

An Act to provide for the expense of extending the Battery in the city of New York, and for other purpose—Passed March 27, 1821.

Be it ensetted &c., That it, shall be lawful for the Mayor, aldermen and Commonsity of the city of New York to extend that part of the city, usually called the Battery, into the har and North and Eastery, and distance as

Be it emoted &c, That it shall be lawful for the Mayor, Aldermen and Commonsity of the city of New York to extend that part of the city, usually called the Battery, into the bay and North and East rivers, such distance as they may deem proper, not exceeding 60 feel. And further, That all the title of the people of this State in and 20 the land, and the land under water, in front of and at Jossing to the said Battery, and extending from thence into the only and the North and East rivers. A distance not exceeding 600 feet, shall be and the same is hereby wested in the Mayor. Aldermen and Commonalty of the city of New York and their aucoessors forover, to remain Bor the purpose of extending the said Battery for a public walk, and for executing public buildings and works of defence thereon, but without any power to dispose of the name for any other use or purpose whate ever, and without any power of selling it, or any part thereof.

Section two authorizes the corporation to raise \$150,000 by tax on the estates, real and personal, within certain wards, and levy \$25,000 annually, as

	For one year.	Total for six years
let ward		\$39,996
	5 000	30 000
2d "	5 000	30 000
4th #	2,334	14 004
seh it		9 936
oth u	1 334	8 004
7th #	1 000	6 000
8th "	1 00	6,000
oth "	1 900	6.000

Total. \$25,000

Section four provides that the whole of the money hus raised shall be appropriated to pay the excuses of extanding the Battery.

The Battery was extended after the passage of the ct of 1821, the taxes were collected, and those who aid for this extension have a right to insist on a nittful adherence to the provisions of the act under platch the taxes were levied and collected.

The most extraordinary feature in this Battery masaction is the recognition, in the late contract for enlarging the Battery, of Mr. Vanderbilt's right to encroach on the Battery, in direct violation of a solemn covenant of the corporation and a positive law of the State; and this, too, when the records in this department show that all claim, or pretence of claim, is cut off by the conveyance of pier No. 1 to Bir (Vanderbilt, and which covenant is executed un-

between the Corporation and Henry Conklin for the enlargement of the Battery is as follows:—

It is further agreed between the said parties that nothing barein contained shall affect or impair the right of the parties of the first part to grant any application row pending before the Common Council for additional wharf pier, or ferry privileges at the northwesterly end or cormon of the present Battery or the said enlargement, full power to make any such grant being hereby expressly reserved by the parties of the first part.

The conveyance of pier No. 1 North river to Mr.

or cornes of the present Battery or the said colargement, full power to make any such grant being hereby expressly reserved by the parties of the first part.

The conveyance of pier No. 1 North river to Mr. Vanderbilt is as follows;—

This indecture, made the 12th day of July in the year of cur Loed one thousand eight hundred and firsty eight, between the Mayor, Aldermen, and Commonalty of the city of New York of the first part, and Cornelius Yanderbilt, of said city, of the second part, witnesset that the said parties of the first part, for and in consideration of forty thousand dollars to them in hand paid by the said parties of the first part, for and in consideration of forty thousand dollars to them in hand paid by the said parties of the second part, the receipt whereof is hereby asknowledged, have bargained sold, remised, released, and quit claimed unto the said party of the second part, all that certain pier in the city of New York, situated at the foot of fastery place, known and distinguished as plac of the buildhead alphands said pier, and hevetab between Washington street and Wast street, and the right of whosfing thereon. Provided, however, that if at any time hereafter the said buikhead shall be required for public purposes then and from themseforth all right and titls of the said party of the second part; and to the same, or any right or interest in the same acquired under and by writtee of this fieduture, shall cease and be determined, and the same shall revert to the said parties of the first part as fully as though this conveyance had not been made. And the said sarties of the first part as fully as though this conveyance had not been made. And the said sarties of the first part as fully as though this conveyance had not been made. And the said sarties of the first part as fully as though this conveyance had not been made. And the said sarties of the first part as fully as though this conveyance had not been made. And the said said part of the second part shall be entitled to no configuration

of the city to individuals, and bring the corporate authorities in direct conflict with the legislative act of 1821.

The following resolution was adopted by the Common Council in May last:—

Recoived, That permission be and the same is hereby given to C. Vanderbilt, Eaq., to widen the small pier south side pier No. 1 North river, on the southerly side, so as te make the same forty fact wide, and that it be extended parallel with pier No. 1, to the exterior line, at a distance of one hundred and fifty feet from the said pier, under the direction of the Street Commissioner.

This resolution was probably adopted without a full knowledge of the facts here presented, and of the rights of the city in reference to pier No. 1, as shown by the covenant signed by Mr. Vanderbilt himself. It is respectfully submitted that it will be very embarrassing for the finance department to resist encroachments on the real estate of the corporation in cases where resolutions exist sanctioning those encroachments, although adopted under a misapprehension of the facts, and in violation of the laws of the State and the previous engagements of the corporation itself.

A map of the Battery has been prepared by D.

ration itself.

A map of the Battery has been prepared by D. Ewing, Esq., at the request of the Comptroller, on a scale of fifty feet to the inch, showing by distinct

ines:—

1. The original bounds of the fort.

2. High water wark in 1723.

3. The line of the Battery in 1767.

4 The line of the Battery previous to the act of 1821.

5. The present line of the Battery, as enlarged under the law of 1821, and the tax of \$150,000.

6 The line of filling under contract for the present extension.

tension.

7. The exterior line to which the corporation is authorized to extend the Battery by the legislative act of

6 The line of alling under contract for the present extension.

7. The exterior line to which the corporation is authorized to extend the Battery by the legislative act of 1821.

Mr. Ewing has furnished an estimate of the area of the Battery at different periods, and the area of its several parts. This statement is annexed, and marked No. 2:—

The Battery, previous to the enlargement, by the expenditure of \$150,000, under the act of 1821, consisted of seven acres. The area of the present Battery, including the Castle to the edge of the wharf, is a little more than twelve acres; area of water now filling up south of the Castle, nearly nine acres, and two acres north. The whole area of the Battery, when filled out to the lines now staked out, and marked "rip-rap wall," will be twenty-four acres. There is outside of this line, in the water-grant from the State under the law of 1821, an area of more than thirteen acres. The area, including the Battery and water grant of the State, to an extent of 600 feet, is equal to 57 acres, 3 roods and 31 poles, a fraction less than 35 acres.

The grant from the Legislature by the act of 1821, covers an area of twenty-six acres. This grant was given without any pecuniary consideration from the city, for the purpose of benefitting this great community, and on the express condition that the Mayor, Aldermen and Commonalty, and their successors forever, should hold it "for the purpose of extending the said Battery for a public walk and for creeting public buildings and works of defence thereon, but without any power to dispose of the same for any other use or purpose whatsoever, and without any onsideration whatever, will occupy an extent into the Hudson river of about three hundred and fifty feet of the six hundred feet granted by the act of 1821, with the prohibition above quoted. The grant of twenty-six acres by this palpable violation of the condusion that the root and an an important public question, in which the honor and good faith and interest of the city are concerned, I h

the conclusion that ar. vanderbut has no cannot be pier proposed to be given to him. Whatever can be done legally by the finance department under the ordinance of 1844, in defending the real estate of the corporation, will be done to prevent this encroachment on the Battery.

(Signed.)

A. C. Flagg.

Our Syracuse Correspondence Synacusa, July 4, 1853.

The Coming Political War in New York. Since the foregoing [the letter published yesterday,]
was written, I have conversed with several gentlemen
who were at the dinner, who unite in saying it was an
uncommonly spicy affair. The point of it was an outand out, deliberated elaborated, free soil speech, by De nis McCarthy, a half-blooded Isishman, a merchant, and an elequent, pointed and powerful speaker, who is now Mayor of this city. He has always belonged to the demoeratic party, except that he went for Martin Van Buren, John A. Dix, Seth M. Gates, Charles A. Whaston, the abe-litic liste, &c.. &c., in 1848 He is a man of talent, and, liticriste, &c.. &c., in 1848 He is a man of talent, and, as one of the supporters of Pierce and King last fall, his speech is one of "the signs of the times" It was prodigiously cheered by the barmbunners present. Dickinson made a frank and manly sreech, saying those who invited him to deliver the oration knew his views, and could not and did not expect him to utter those which eare not his own. McCarthy said that in almost all respects he was the antipodes of Mr. Dickinson. McC. was a member of the Assembly when Dickinson was elected Senator, and opposed his election most vehemently and untiringly. Music ahead.

Later from New Mexico.

We learn from the San Antonio Ledger that the Santa Fê mail arrived there on the 9th inst., but brought no news from Santa Fê. The Ledger says:
We learn from Rife, the mail conductor, that Trias has taken possession of Mesilla territory, which commences about thirty-five miles above El Paso, on the Rio Grande. He swears he will not give it up without a fight, although he affirms that the Americans will flagellate him in the event of a collision. The bad feeling which lately existed between the Americans and Mexicans on this side, and the Mexicans on the other, has entirely subsided, so much so that on the 1st or 2d uit. a fandungo was given in El Paso, and a general invitation was extended to the citizens of McGoffinsville and Franklin, and the country adjacent. Captain Skill-

dango was given in El Paso, and a general invitation was extended to the citizens of McGoffinsville and Franklin, and the country adjacent. Captain Skillman was one of the honored guests.

Trias issued an order that an insult to any American would be followed by instant death. Trias is described as a pleasant fellow, of strongly marked Mexican features, with little force of character or mental calibre. He occasionally crosses the river, and becomes decidedly mellow from the aguadiente of the McGoffinsvilleites. The people on this side are decidedly indifferent about the Mesilla affair.

Captain Hife assures us that the roads were never better or the water and grass more abundant. On his upward trip, while encamped at Live Oak Creek, seven miles this side the Pecas, he was visited by a hody of twenty three Lipan warriors, with their chief Guape. They constituted but a relay of a considerable body encamped some miles distant. They were very triendly. Both on the upward and downward trip, the train met innumerable Indian signs, including smoke. It will be recollected that smoke an be descried on the prairie for twelve or thirteen miles.

EXECUTION IN BALTIMORE .- Thomas Connor, the young man under sentence of death for the murder of Captain William Hutchinson, of Accomac county, Va., on board of his vessel, at Pratt street wharf, is to be executed to day in Baltimore. Our Nova Scotta Corres

HALIPAX, June 28, 1853. HALIPAX, June 23, 1863.
Railway Difficulties—Action for Libel—Rayal Assent not yet Given to the Railway Bills—Backstairs Influence at the Colonial Office—Isle of Sable—Provincial Establishment There—Armed Provincial Vessels for the Protection of the Fisheries, Manned by the Admiralty—Sailing of an Armed Way Stepmen for Belleisle and of an Armed War Steamer for Belleisle and Labrador.

The railway movement in this province, whatever may eventually be the result as regards the public, has already given employment to the gentlemen of the long robe—an action having been brought by a Mr. Dickey, at Cumberland, against the proprietors of the Nova Scotian, who handled that gentleman without gloves, when the mode of constructing the New Brunswick line was published, and which was totally at variance with the character of the work, as testified to by Mr. Dickey, on his examination previously, before the Committee of the House of Assembly of which the Provincial Secretary was chairman, and who is at present at Cumberland, as a witness in the trial which is now going on.

Our railway bills, which were passed during the last session of the Legislature, have not yet been assented to in England; no company has yet been formed, and from the fall in the value of the Main Trunk Canadian stock, announced by the last steamer, I doubt whether Mr. Jackson, the celebrated English contractor, will be able to form a company for the construction of the Nova Scotia line. In th meantime, his influence at the Colonial Office is withhelding the royal assent from the act of incorpora tion, as, should no company be formed within six months after it has been given, the provincial government, as was originally contemplated, at once

enter upon the work.

Mr. Jackson and his friends are therefore playing the dog in the manger." They cannot form the company themselves, and by their exertions they are preventing the government of Nova Scotia from acting in the alternative which is presented.

The account of the wreck of the Amazon, at Sable Island, has already appeared in the HERALD-from the columns of which we frequently obtain information that can be used officially, knowing it to be tion that can be used officially, knowing it to be correct—together with the subsequent plundering of the wreck by two American fishermen; the master of one of which surrendered his portion of the property taken to the captain of the ship, who had manned a boat from the island; but the person who commanded the other refused to deliver up his ill-gotten gains, and continued his voyage homewards. He acknowledged that he had taken the property from the ship, but contended that he had a right to retain it or to a salvage on the value thereof. Capt. Clarke, of the Amazon, estimates the property thus carried away at \$500, exclusive of a cask of sugar, another containing one dozen and a half of Port wine, and a quantity of spirits—to be used in contravention of the Maine Liquor law.

Both the British consul at Boston, and Mr. Crampton at Washington, will use their best endeavors to bring to punishment the wreckers who escaped. I hope their exertions will prove successful. The lale of Sable is a dangerous low island, whose treacherous sand banks afford no warning, by soundings, and which seemed to have been placed there by a freak of nature,

"To wreat the roving sailer,
And leave the maid to weep,"
and lies directly in the track of vessels passing from the Northern Lakes to and from Europe. About fifty years since an establishment was located there during the administration of the provincial government, by Sir John Wentworth, Governor of New Hampshire, when the war of independence commenced, which has been instrumental in saving a great number of valuable lives and a vast amount of property. On one occasion a French frigate was wrecked there, and so highly were the services of the superintendent, Captain Darby, appreciated, that the King of France ordered a gold medal to be prepared and presented him.

The schooners Dart, Bonita, and Alice Rogers, are all ready for the protection of the fisheries. These vessels are paid for by the province, but are manned by the admiralty. They are three of the fastest sailing vessels correct—together with the subsequent plundering of

The English Policy in Suba-A Hint to the Administration in Washington. TO THE EDITOR OF THE UNION.

New York, July 6, 1853.
Siz.—You have noticed in two late issues of your valuable paper the corrent rumors of designs enter-tained by the British government for the Africani zation of Cuba, and the introduction therein, under standingly with Spain, of the system of apprenticeship as applied to those Africans hereafter to be imported. In the anticipation of such a contingency, question under one of its phases, and through the light of American interests.

Will you permit a native of Cuba, perhaps now menaced with her death-blow, to call your attention to that same question, and to present it under an aspect which places in close communion the interests of Cuba and the United States, as well as those of humanity and civilization?

You are cognizant of the treaty existing between Spain and England for the suppression of the slave trade. It is a bilateral contract, in virtue of which the former engaged to prohibit the African slave trade in her dominions, and the latter to give her in consideration therefor £400,000 sterling. England has scrupulously fulfilled hereart of the engagement Not so Spain, who has broken it to the scandal of the world during the lapse of one-third of a century. All the moral stimuli, and the repressive means of cruisers against the refractory party, being exhausted, minister of the English crown has recently declared in Parliament that the government is resolved to act by itself and solely to rely upon its own efforts for the eradication of the slave trade.

The treaty, as I regard it, no longer exists as favoring Spain, and those rights only accrue therefrom for the redress of the injured party, which re sult from the infraction of a compact. Great Britain doubtless intends to enforce them. But how? That is her secret. Shall it be by any tried expedients? The experience of thirty-three years stands against them, and an impending future leaves her no choice of time. The contrivance will be novel, effications and irresistible. All probabilities justify the fear that Great Britain will, in the course of a month, discharge upon Cuba, a stranger to her sympathies, and as an act of self-interest under the garb of justice, the parricidal blow which she dealt on her own West India islands, postponing their social existence and her own good to the sanction of a principle. In her judgement she has the right, as she undoubtedly has ample power, to effect it. You say that " with our knowledge of British diplomacy and the spirit of ag-gresssion which has marked the career of that government, we may be excused for listening to rumors which are in consonance with her past conduct." On the other hand, you may rest assured that the official or the obvious proofs of her designs will be seen through their execution. Assuming that contingency, you add, "that the adoption of a policy, either by Great Britain or Spain, designed to renew in Cuba, upon a larger scale, and in an aggravated form, the horrors and sufferings of Havti must rouse and unite against it, as a single man, the masses of the population of all sections of the United States. In such crisis, if it shall ever arrive, there is as little doubt that our government will fully respond to the spirit of the people." May I ask of you, is this all that you think proper to do? Is nothing to be done until the day when the horrors and the sufferings of Hayti shall be renewed? Will you anticipate with impassibility, the St. Bartholemy of half a millen of white divilized men? Will it not be too late when you do go to their relief? How long would it take the English to consummate their rain, a ded by legions numbering 700,000 Africans? What time would be required for you to carry thither an imposing army? What will that army do? Shall it superintend the funerals of 500,000 corpses? Shall it conquer a field covered with the slain, and hunt up the savage assassins, who will sing upon it the triumphant bymn of abolitionism? Shall it go merely to take possession of a territory which you need, descrited, it is true, but more fertile from having been inundated with torrents of human blood? And will the American confederacy, the matural segis of Cuba, consider itself free from responsibility before God and man, whea allowing, rive, there is as little doubt that our government will

through want of forecast or any other fault, the sacrifice of such a frightful hecatomb in the middle of the nineteenth century? Is this the mauliest destipy of Young America?

Such is the fate received for Cuba through, the instantaneous abolition of alavery, for the benefit of a class wholly unprepared to receive it—the confidential and the United States. The special condition of that island is such that the power which shall take the initiative will give law to it—a law that will be irrevocable either for the extermination of her inhabitants or for the fulfilment of those great ends for which she seems to have been formed.

But if the public sentiment of the whites should, in their dread of death, falter and submit, the freedom of all the blacks is the work of seven days, the same that it would take a courier to go through the island. Emigration, the disappearance of capital, the extinction of commerce, the total ruin of the public wealth, an absolute stagnation, depredations, incendiarism, assassinations, a relaxation of all law, insecurity, and a general panic, would be the immediate result. This state of things and British propagandism would soon carry matters upon the arena of politics. Please answer me again—Will the United States intervene, and will an army start, after a lapse of two or four months? It would be too late. War with the blacks would then be inevitable, and worse than the one waged by Napeieon in Hayti. And how much blood, how much treasure and time would be sacrificed, not in their conquest, but their externination. Cuba would necessarily become the victim of a catastrophe. She might enter into the sonfederacy, it is true, but her annexation would receive the baptism of blood of over half a million whites, miserable and ruined. Is this the victory in abeyance for "manifest destiny?"

If these ruinours are unfounded, if English policy will be content to introduce Africans into Cuba, that they may become free after a certain period, the question becomes one of time, but otherwise still rem

GOVERNORS FROM JEFFERSON COUNTY, NEW GOVERNORS FROM JEFFRESON COUNTY, NEW YORK.—Jefferson county is celebrated as the father of Governers. No less than three Governors from this county are now presiding over the destinles of three sovereign States of this confederacy, to wit: Gov. Wood, of Ohio; Gov. Farwell, of Wisconsin; and Gov. Matteson, of Illinois; all men who have worked their own path to the distinguished stations they hold, and who are remembered by their old neighbors and friends with much regard and pride.

BONEY MARKET.

THURSDAY, July 7—6 P. M.

There was a little more activity to day among the leading fancies, but the tendency of prices from the eponing to the close was downwards. Business was pretty well divided among the most prominent stocks. The transactions were principally on time, buyers' option. There was but a moderate demand for onal stocks and sellers were quite plenty. A groater variety of securities were operated in to day than usual, and there was a better attendance at the board of brokers. At the first board Eric Railroad declined ½ per cent; Harlem. ½: Norwish and Worcester, ½: Beading Railroad, ½: McCulleck, ½: Eric Income Bonds, ½: N. J. Zino, ½, since last sale. After the board the market was very heavy. Eric sold in the street as low as 73½ per cent. Central Railroad stock has been gradually settling down since the consolidation. Soon after the arrangement was made the new stock sold at 124 per cent, and it has since sold at 120, a decline of four per cent.

120, a decline of four per cent.

At the second board the transactions were to a limited extent and generally at lower prices. Erie Railroad fal off 1% per cent.; Niagara, %; Parker Vela, 1%; Morris Canal. %. After the board adjourned there were sales of Frie Railroad at 77% per cent., showing a decilne since

yesterday of 2% per cent. The treesurer of the company, tially the cause of the depreciation.

The sales at the Mining Board to day were not worth re cording; holders' views generally above that of buyers', and the transactions were therefore limited. 100 shares of Phenix Gold sold at 1%. For McCullock 7 was bid, 7%

asked. At private sale, we learn a large amount of stock changed hands.

The receipts at the office of the Assistant Treasurer of

this port to day amounted to \$142,336.38; payments, \$29,758.99—balance, \$7,224,774.30.

The sale of the two thousand shares of the increased stock of the City Bank of New York took place at auction to day, in pursuance of announcement, W. H. Frank-lin, Son & Co., officiating as auctioneers. The whele amount was disposed of at 121 a 121% per share of one hundred dollars.

The election of the Central Railroad of this State, held at Albany yesterday, resulted in the choice of the following directors:—Erastus Corning, John V. L. Pruya, and E. C. McIntosh, Albany; Russell Sage, Troy; Alonso C. Paige, Schenectady; David Wager, Utles; Horaco White and J. Wilkinson, Syracure; J. H Chadell, An burn; H B Gibson, Canandaigua; Joseph Field, and A. Boody, Rochester; Dean Richmond, Buffalo.

The Bank of North America, of Philadelphia, has de clared a semi-annual dividend of five per cent, and an extra dividend of three per cent. The Little Schuylkili Navigation Ra'Iroad and Coal Company have declared a emi annual dividend of four per cent. The Pennsylva nia Life Insurance Company have declared a dividend of four per cent. The Girard Life Insurance Company have eclared a dividend of three and a half per cent.

The Fireman's Insurance Company, of Boston, have declared a semi-annual dividend of ten per cent. The Co lumbia (S. C.) Insurance Company a dividend of sixteen per cent. The Naugatuck Railroad Company a semi annual dividend of four per cent. The Planters' Bank of Tennessee, four per cont, payable to the New York stock holders to the 15th inst, at the Manastan Bank. The Norwich and Worcester Railroad Company have declared a semi-uanual dividend of two per cent. The Panama

Railroad Company, five per cent.

At the annual meeting of the Hartford, Providence, and Flabkill Railroad Company, held at Stonington on the 27th ult, the old directors were re-elected. The net earn ings from operations of road were, for the year ouding let

greesing favorably, and expected to be opened for travel in the course of the present year.

A meeting of the stockholders of the Philadelphia, Wd. nington and Baltimore Railroad was held at Wilmington June 30. It was voted almost unanimously to accept the act of the Legislature of Maryland, granting the com

pany the right to build the bridge over the Susquehan na, and in order to raise the necessary funds it was voted to adopt the plan suggested by the directors in their circular of creating new stock at forty dollars per share, the particulars of which we have already pub Advices from the mining regions on Lake Superio

speak very confidently of Copper Falls Company and of Toltec, this last, it is producted, will turn out equal to the Minnesota mine.

The earnings of the New Haven Railroad Company for

the mouth of Jure, 1863, amounted to \$69,738 80, against \$65,546 18 for the same month in 1852, showing an increase of \$4,192 67. The receipts of the Norwich and Worcester Railroad Company during the meath of June, amounted to \$26,-411 23, sgalast \$21,919 53 for the corresponding period

last year, showing an increase of \$4 491 70-equal to 21 per cent. Company during the month of June, 1853, amounted to \$18,563 17, aboving an increase over those for May of a logt \$4,000.

The preliminary surveys of the Ogdensburg, Clayton and Rome Railrond are so far completed as to accordant that a very feasible route can be found. The whole length of the road will be one hundred and seventeem miles. From Ogdensburg to Boonville, a distance of nine ty-four miles, the maximum grade is less than thirty feet to the mile, and no grade on the whole line more than

to the mile, and so grade on the whose line more than forty eight feet to the mile.

Ogdensburg being the northern terminus of this road, opposite Prescott, in Canada, the terminus of the Prescott and Bytown read, which is nearly completed, thence passing along the river to Morrisowa, opposite the flourishing rillage of Rockville in Canada, the terminus of the prescott Rockville and Preminus Religions. of the proposed Rockville and Pembroke Railroad, (the grand trunk railway touching the river St Lawrence at the two points-Brockville and Prescott,) thence running through the rich agricultural districts of the counties of St. Lawrence, Jefferson and Lewis to Rome, intersecting the Eric Canal and New York Central line of ratiroads. It will residily be seen that this is an important enterprise, of vast importance to the citizens of New York, being the most direct line from the nurthern part of the State, connecting with the rich agricultural districts of Canada, and reaching by means of the proposed Canada roads the Smet lumber country in the world. The distance from Ogdenaburg to the city of New York, by this roate, will be fifty miles less than by any other, directing much of the freight and travel from the Ogdenaburg and Rouses' Point road, which now goes to Boston; and wheever will examine into the agricultural resources of the northern part of this State, and that parties of Canada bordering upon the St. Lawrence, the immense pine forests bor-St. Lawrence, Jefferson and Lawis to Rome, intersecting upon the St. Lawrence, the immense pine forests bor-dering upon the Ottowa, cannot fad to see and feel the importance of a speedy completion of this read. Al-ready liberal subscriptions are being made upon the line of the read, and the directors are determined to push for-ward this enterprise to completion at the earliest pos-

the moment.

The movements of produce, &c , at Chicago have be came so important and have such an influence upon operations in the various seaport markets of the Union that frequent returns, showing the receipts and ship ments at that point, possess a great deal of interest We therefore annex a statement of the arrival and de-parture of breadstuffs, &c , at Chicago, for the month of June, and for the season, up to the lat of July in each of the past two years, taken from the Tribune, of that city, of the 4th inst.:—

Commerce of Chicago by Lake and Canal.

æ	Receipts	follows:-	1852.	1853.
13	Orn, bushela		386,988-	438 571
4				108,858
10				17,424
1				1,000
E				536
1	Pork, bble			736
13	Bacon, lbs			335,158
	Hams, "			26 596
15	Sugar, "			924 428
16	Molasses, Iba		111,080	200,950
1	Shipments.			
1	Lumber, feet		9.143.060 -	8,784,013
113	Shingles, No		9.112.850	8,772,500
10	Latha, "		2.261.665	2,102 887
1	Railroad iron, lbe.		613.550	
1	The receipts hav	e increased	over 1852 lac	zely, but this
1	is particularly no	ticeable in	reference to o	covisions, su-
B	gar and molasses.	The shipm	ents. howevoo	. show a fall-
ľ	ing off in lumber	shipples a	od laths. Th	is is entirely
10	owing to the reduc			

close of June, for the years 1852 and 1853 .-

a statement for June:		9 12 22 2
Receipts.	1852.	1853.
Lumber, feet		24,228 303
Shingles, No	4,919,000	7,206 000
Shipments.	1,520,000	2,771,500
Flour, bbis	7.330	3,382
Perk, "	1.976	2,153
Corn. bush	398 150	381,139
Oate, "	215 999	208 891
Wheat "	105 888	48.82
	of lumber, shingles a	
	shipments generally	
	hat freights were more	
	June of this year, not	

tion but the latter event did not take place so soon is 1862 by three weeks.

The receipts and shipments for the two seasons ending June :0 have been as follows:—

We have received another interesting letter from our correspondent at Elmira in relation to the affairs of the New York and Eric Railroad Company. It contains many important facts, which the stockholders will do well to consider. There is no doubt but that the management of the Eric Railroad Company are rapidly sinking that concern into the lowest depths of bankruptcy. The next financial movement of the company, may be an effort to repudiate some of the bends. The question of legality in the lasue of the first mortgage bonds has already been broached in the directors room, and councel have already been consulted relative to the matter. It will be recollected, that about five years ago holders of bonds then due were compelled to extend the period of payment, under the threat of repudiation. We do not n to say that the company can or will repudiate any of their tonds, but the movement in the board of manage-ment shows what they are capable of doing if they had

the power.
TO THE EDITOR OF THE HERALD.

TO THE KDITOR OF THE HERALD.

ELMERA, July 4, 1863.
On the 17th of Feb., 1851, the Eric Ratiroad was opened to Lake Eric, and the event was marked as a special epocial of much interest and importance in the history of the road. Great and high hopes swelled the bosoms of tase distinguished gentlemen who composed the invited guests on that brilliant and memorable excursion; leading statesmen of wide-spread fame for elequence and public service, headed by the Freedent of the United clates, arrived at the terminus of the road, on the aboves of Lake Frie, to celebrate the trrumphant completion of a stupendous and popular enterprise. Two years have now elepsed since the few directors who accompanied this imposing cavalcade have been seen on the same ground, who then said there appear to have taken a first and lat-look at the vast expanse of Eric's blue waters—for, from that hour, their visits, if any, have been so few and for netween that a resident on the suot would find it difficult to recipite such an official. I state this fact to show the unaccountable neglect on the part of the directors to scoure the all important business of the great West, and if possible to account for the very siender receipts, which would have been double had the interests of the road been proverly attended to; and in proof of what is here stated, the following feets will establish beyond dispute the oriminal neglect alluded to. I ask why is it that no really respectable effort has ever been made to redeem the pladge made to the stockholders and the public that at their own terminus the grand effort would be made to wrest from the bands of sixelihed resulting in any returns to the stockholders and the public that that two years have been wasted—that no actiled or profitable policy has been established resulting in any returns to the stockholders—that the Keit Kulroad should be bankrupt, and be found at this day acting the bumillating part of porter to a manch post owned at Buffalo, to tim neglect of their own dignity and the interests of

doubts it, by pointing to the fact that at this time handed of passengers and tone of freight arrive daily by the Lake fewer root and pass into the done of the Bris pass and the done of the Bris pass and the done of the Bris hand or a voice raised to turn on the official, without hand or a voice raised to turn on the brist, without hand or a voice raised to turn of the brist in own at the point of higher grade than a conductor or baggage massier to represent the company, and who will inform you. If a steed the guestion, why some effort it is not made to account the business of the beneath of the New York and Ete Ballroad. Dail it is the wish of the company that it should go to deficile and why it it that can the arrival of the trains at most of the passenger of the steel to be a steel to be dealers and the company to break down the main often company, to break down the main often of helding and why is it, that after twelve mostles preparation in brilding two magnificents atsemble as at an expelse of helding and the steel to be a steel t

CITY TRADE REPORT.

THURBAY July 7—6 P. M.

ASHIS.—There were 100 bbla bought, at \$5 12% for cerls, and \$4 75 for puts, per 100 lbs.

PRE-WAX.—Some 1,600 lbs. American yellow changed ands at 200 per lb.

READSTUPS.—Flour was were freely offered, at drooping prices. The day's movements included 11 450 bbla, near at \$4 12 \times at \$4 25; superfice No 2 at \$4 55 a \$4 43 \times, misce to fancy Western at \$4 50 \times at \$1 \times or at \$4 22 \times at \$4 62 \times at \$4 62 \times at \$4 8 \times at \$4 62 \times at \$4 8 \times at \$4 62 \times at \$4 8 \times at \$4 62 \times 36 18% for mixed to good; 36 25 a 36 43% for favorite; and \$5.50 a 37 for fanop, per bil. Nothing additional can be reported in rye flour and corn meal. The transactions in wheat amounted to 27,500 bankels Western wheat at \$1.18; as small lot of new Southern white, at \$1.20; 5.000 Canadian de., in bond, at \$1.19; and 9.000 Upper Lake, pert at 55c. Abint 2,000 bushels rye found buyers at 58c. State and Wostern coats were selling; lowly, at 38a a 40c per bushel. Corn tended downwards. The business embraced 21,000 bankels at 58c a 60c for damaged, 61%c a 54c for mixed and while Southern, 65c a 57c. for mixed Western, and 67c. at 58c for yellow Southern per bushel.

COPTER—There were rold 300 bags Ric, at 9%c. a 10c.; and 250 Jamaica, at 9c. per lb.

COPTER—A percel of 3,500 lbs. heavy old was purchased at 24c per lb.

COPTER—A percel of 3,500 lbs. heavy old was purchased at 24c per lb.

Frights—2,000 sides leather were engaged for Liverpoot, at 7 32d, and 2,000 bbls flour, at la. 6d.; grain was 6d a 61%d. A small lot of uncompressed cotion was engaged at ½d. To California clippers were getting 50c. a 55c., with occasional lots at higher rates. Two deal freights were engaged—one from 81 John N B. at 25 5c. and another from Bic to London, at 25 5c. Te Hawen, 50 (00 lbs. whalebone were engaged at ½c.

Fiax—American was quiet and nominal, at 7½c a 9½c. Fiax—American was quiet and nominal, at 7½c a 9½c. Fiax—There bave been 200 boxes bunch raisins dispers.

FRUIT - There have been 200 boxes bunch raisins dis

posed of. at \$2.70.
GINERYG seemed fare and firm, though inanimate, at 50c. a 51c. cash, per lb.

Hay — About 800 bales river were procured, at 66c. a HAY.—About 800 bales river were procured, at 65c a 70c. per 100 lbs.

HEMP.—The day's transactions consisted of 56 bales dressed American, at \$165 a \$170 per ton; 160 Manila at 11c per lb; and a small lot of Italian on terms not made public.

ablic Hers.—There were 15 bales last year's crep sold at 17c. HOW - Increases abundant, and stiffly held at \$20, 6 months, per con.

Latts:—Eastern were in fair demand, at \$1.75 per thou-Line. - Rockland ruled quiet, at 80c. for common, and

per lb Tonacco -- We heard that 100 hhds. Kentucky realised εχις a 9χις, per ib. Wingkity — There have been 600 bbls. Ohie and prison bought, at 22c. p 22χ c. per gallon.

Domestic Markets.

New Bencom On Market, July 3.—Sperm—We have as larguid. The only sale which has some to our knowledge is a lot of 500 bels, halance of a cargo, at 123c per galles. While—The demend for which is accer moderate, manufacturers being well supplied. We hear of ales of 500 bels, at 52½c, and 1 100 bels, at 56c, per gallon Alot of 600 bels, at 52½c, and 1 100 bels, at 56c, per gallon Alot of 600 bels, at 52½c, and 1 100 bels, at 56c, per gallon Alot of 600 bels, ground tier and dark sold in Dartmouth at 5cc. Whalesone—There is a fair demand, and we note asles of 40,000 las. Folar at 35c, per lb.

Camendon Cattle Market, July 6.—At market 402 cattle, about 500 beeves, and 102 stores. Prices—Market bef—Extra per cet. 38 first quality \$7 50; second do. 37 a \$7 25; third do, \$6 50, ordinary \$5 a \$6 25. Hidas 34 75 a \$5 per cet. Tallow \$7 a \$7 25. Paits 76s a \$1 50. Calf skim 11c per lb, quick. Veal calvet \$4 a \$9, 479 at market, quality superior, and sales very quick. Stores—Working expa—No sales Cowes and calves, \$27 a \$7 25, b at market, quality superior, and sales very quick. Stores—Working expa—No sales Cowes and calves, \$27 a \$7 25, b at market, quality superior, and sales very quick. Stores—Working expa—No sales Cowes and calves, \$27 a \$7 25, b at market, quality superior, and sales very quick. Stores—Working expa—No sales Cowes and calves, \$22 a \$07, b at market. Yearlings 39 a \$15. Teo years old \$24 a \$37. Three vears old \$50 \$59, \$41, \$44, a \$46. Swine—Nors.